

COUNTRY Austria

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TOPIC Airfields in Austria

EVALUATION

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PLACE OBTAINED

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DATE OF CONTENT 26 May to 9 June 1952

DATE OBTAINED 25X1

DATE PREPARED 5 August 1952

REFERENCES 25X1

PAGES 3 ENCLOSURES (NO. & TYPE) 1 sketch on ditto

REMARKS

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1. Wiener Neustadt Airfield. Between 4:30 and 7:15 p.m. on 26 May 1952, Wiener Neustadt (O 48/X 34) airfield was occupied by 56 single-engine jet aircraft, 2 twin-engine, low wing monoplanes with single rudder assemblies and 3 biplanes. There was no flying. The sky was 10/10 overcast, and there were intermittent showers. Between 8 and 10 p.m., flying was practiced by jet aircraft. On 27 May, between 4:15 and 5:15 p.m., there was 8/10 overcast, a 1,000 meter cloud base and a northwesterly wind. At 4:25 p.m., a jet plane landed at the airfield; at 4:40 p.m. a twin-engine, low wing monoplane approached from the northeast, released two sleeve targets, circled once over the field and landed; at 5 p.m., a jet plane landed and was towed by a truck to the dispersal area. Aircraft parked in front of Theresienfeld repair hangar included 1 twin-engine, low-wing monoplane with single rudder assembly, and 4 twin-engine, low-wing monoplanes with double rudder assemblies, some of which had their wings or engines disassembled. On 28 May at 6 a.m. and 4 p.m., there was flying by jet planes which took off and landed in elements of two.

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2. Goetzendorf airfield. On 2 June 1952, 34 Fe-2s, 2 twin-engine high-wing monoplanes with nose wheels and 3 single-engine planes were observed at Goetzen-dorf (P 49/X 57) airfield. There was a 4/10 overcast, a cloud base of about 3,000 meters, a slight west-northwesterly wind, clear visibility as far as the Leitha mountains and a hazy horizon. No flying was practiced. The high-wing monoplanes had two cabin roofs one behind the other 1.5 to 2 meters apart. The single-engine planes, apparently two-seaters, had one long cabin roof. Thirty to 70 centimeters aft of the roof there was a rod 15 to 25 centimeters high on top of which a ring 20 to 30 in diameter was fitted.

3. Strasshof airfield. Between 10 a.m. and 12:30 p.m. on 7 June 1952, an estimated 50 jet aircraft, of which 29 were counted, were parked at Strasshof (P 49/S 50) airfield. There was a 8/10 overcast, a cloud base of 500 to 1,000 meters, visibility limited to about 1.5 kilometer and almost no wind. There were intermittent showers. At 10 a.m., flying was already in full swing. Take-offs and landings were made by individual jet planes at large intervals between 10 a.m. and 12:30 p.m., at which time observation was discontinued. At 10:20 a.m., a jet plane took off and disappeared in the clouds.

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4. Between 10:30 a.m. and 3 p.m. on 9 June, about the same number of jet planes was observed at the field as on 7 June. The following air activities were observed between 10:30 and 11:27 a.m.:

<u>Time</u>	<u>Observations</u>
10:30 a.m.	Flying by jet planes
25X1 10:39 "	[redacted]
10:40 "	Take-offs by two jet planes at an interval of 30 seconds
10:47 "	Take-off by two jet planes at an interval of 30 seconds
11:00 "	Take-off by a jet plane
11:04 "	Take-off by a jet plane
11:09 "	Take-off by a jet plane
25X1 11:10 "	[redacted]
11:13 "	[redacted]
11:14 "	Landing by a jet plane
25X1 11:20 "	Take-off by a jet plane
11:21 "	[redacted]
25X1 11:23 "	Take-off by a jet plane
25X1 11:27 "	[redacted]

The degree of cloudiness changed from 4/10 to 8/10 with a cloud base of about 2,000 meters, there was an east-southeasterly wind and almost continual sunshine. After the aircraft landed they were towed to the dispersal area. It was observed only once that the air intake was closed with a red lid immediately after the landing. The split flaps were always in operation while the planes landed but not while they took off. A command car was parked at the take-off point. A radio truck was about 30 meters from the right side of the runway, in the direction of flight. Three van-like trucks were on the same side and 250 to 300 meters from the runway, also in the direction of flight. Two-man crews were identified in five jet planes. (3)

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5. [redacted]

6. Three radio installations, including a cabin with four masts and two guyed antenna masts, were observed in the east-southeastern extension of the main flying lane in the direction of Obersiebenbrunn (P 49/S 60) (B-3). Work was being done on a low brick building near the radio installations. (4)

7. On 9 June, the radio installations northeast of Parbasdorf (P 49/S 40) were removed. It appeared that the buildings in Parbasdorf which were previously occupied were not yet released. [redacted]

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8. Zweiflaxing airfield. Between 8:30 a.m. and 2 p.m. on 6 June, 30 Pe-2s were observed at Zweiflaxing (P 49/X 48) airfield. There was no flying activity. The weather was sunny and calm. There was a 3/10 overcast. Sixteen men were working on four Pe-2s. Forty EM armed with rifles were drilling in the barracks installations. Three colonels and 3 majors wearing black-bordered blue cufflinks were observed

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Comments.

(1) The number of aircraft stationed at Wiener Neustadt airfield has been increased by about 10 since 8 May 1952. [redacted] flying activity which was observed only temporarily indicates that mostly taking off and landing was practiced by aircraft in elements of two. From the observation that two sleeve targets were dropped from a twin-engine plane it may be inferred that firing was practiced at a slow flying aircraft.

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(2) The occupation of Goetzendorf airfield has not changed. According to various descriptions, the twin-engine, high-wing monoplanes with nose wheels probably are A-20Gs. It appears that the original American plane was modified. The aircraft are apparently assigned to the bomber regiment as transport planes. The single-engine planes probably are trainers equipped with directional loop antennas.

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(3) Flying activity observed at the field for a short time indicates that usually individual flights are made. It is possible that instrument approaches were also practiced. Most of the flights were apparently made by two-seater MiG-15s.

(4) For location of radio installations southeast of Strasshof airfield, see Annex. The radio installation with four masts probably is a PKV-45 DF station. The purpose of the two other antenna masts is unclear. It appears improbable that these two masts were used as approach beacons.

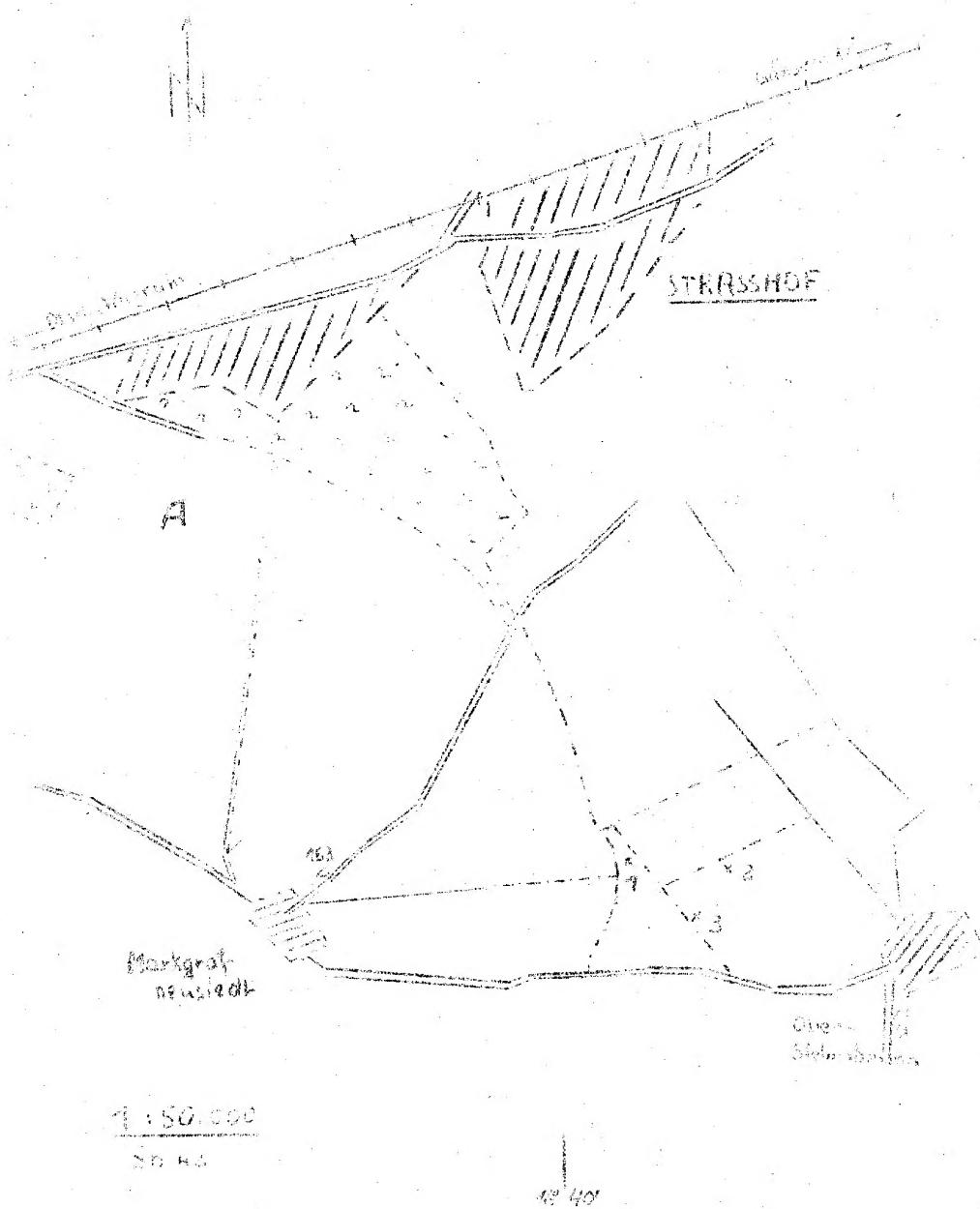
(5) It is believed that the removal of the radio ~~installation~~ north-east of Partendorf is connected with the establishment of a new radio installation near Obersiebenbrunn.

(6) The occupation of Zweiflaxing airfield has not changed.

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Location Sketch of Radio Installations at Strasshof Airfield



Legend:

- A Strasshof airfield
- 1 PKV-45 DF station
- 2 and 3 Unknown antenna masts

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